

RECORDER.

Vol. IX.

WEDNESDAY, SEPTEMBER 3, 1828.

No. 445.

PRICES CURRENT.

	Wilmington, Aug. 27.	Fayetteville, Aug. 21.	Newbern, June 7.	Petersburg, Aug. 22.
Brandy, Cogniac, - - -	gall. 127 1/2 130	152 1/2 160	150 1/2 175	125 200
Apple, - - -	28 30	33 37	40 50	34 75
Peach, - - -	7 10	45 50	75 80	45 75
Rice, - - -	24 25	22 23	28	20 25
Butter, - - -	15 16	14 20	18 25	12 25
Coffee, - - -	14 15	14 17	18	12 17
Corn, - - -	50	35 40	35 40	35 40
Cotton, - - -	9	8 1/2	8 9	9 10
Candles, mould, - - -	15 16	16	15	14 17
Flaxseed, rough, - - -	bush. 900	400 425	600 700	500 700
Flour, - - -	25 28	35 40		
Wheat, - - -	100 110	90 125	100 125	90 100
Country, - - -	37 40	43 45	45 50	35
Iron, - - -	ton. 9 10	8 1	7 8	6 7
Lard, - - -	cask. 150 175	200 250		150 200
Molasses, - - -	gall. 35 37	35 4	29 30	37 40
Sugar, Cut, assorted, - - -	keg. 20 25			8
Shot, - - -	bush. 500 800			550 650
Powder, American, - - -	gall. 100 130	125 150	90 100	15 200
New Jamaica, - - -	80 100	70 8	85 90	100 150
West India, - - -	40 42	40	40 45	42 45
New England, - - -	300	350 000	300 325	400 500
Rice, - - -	10 10	75	65	75
Shot, - - -	bush. 40 45	75	55	
Salt, Liverpool, - - -	800 1000	850 1150	00 1000	800 1000
Turk's Island, - - -	19 22	18 23	18 25	
Sugar, Brown, - - -	150 175		125 150	
Loaf, - - -	120		100 125	
Ten, Imperial and Gunpowder, - - -	400 425	250 275		250 700
Hyson, - - -	10	8	10	
Young Hyson, - - -	60 65		85 90	
Tobacco, - - -	26 30	25	30 35	
Whiskey, - - -	250 400	300 375	250 500	
Wine, Madeira, - - -	125 150	125 160		
Teneriffe, - - -	160 225	200 250		
Sherry, - - -	200 380			
Port, - - -	75 125			
Malaga, - - -				

HILLSBOROUGH, N. C.

PUBLISHED WEEKLY
BY DENNIS HEARTT,
AT THREE DOLLARS A YEAR, OR TWO DOLLARS
FIFTY CENTS IF PAID IN ADVANCE.

Those who do not give notice of their wish to have their paper discontinued at the expiration of the year, will be presumed as desiring its continuance until countermanded.—And no paper will be discontinued until all arrears are paid, unless at the option of the publisher.

Advertisements not exceeding sixteen lines will be inserted three times for one dollar, and twenty-five cents for each continuance.

Subscriptions received by the printer, and most of the post-masters in the state.

All letters upon business relative to the paper must be post-paid.

NEW BOOKS, &c.

NATHANIEL J. PALMER has just received from Philadelphia, and opened for sale at the Hillsborough Book Store, opposite the Post Office, a new and additional supply of Books and Stationery, many of which have never before been offered for sale in this place.

Among the supply are the following:

St. Valentine's Day, or the Fair Maid of Perth, Walter Scott's last novel, Dun Allan.

Irving's Life of Christopher Columbus, a new work, in 3 vols.

Henry's Exposition of the New Testament, a new and valuable work, in 2 vols.

Hume's History of England, with Bisset's and Smollett's continuations, 9 vols.

Blue Stocking Hall, a new novel, The American Chesterfield, a valuable work for young people.

Heber's Travels, 2 vols.

Tales of a Grandfather, by Walter Scott, Virginia House Wife, Religious Discourses, by Walter Scott, Spark's Life of Ledyard, Richat on Life and Death, Family Bibles.

The Devil on two Sticks, Buck's Theological Dictionary, History of Man, a new work, in 2 vols.

Dewees on Females.

Besides many others too tedious to mention.

Also, New Music for the Piano, Backgammon Boards, Chess Men and Boards, Paint Boxes, Drawing Paper, Writing, Letter, Printing, and Hatter's Paper, and almost every article in the stationary line; all of which will be sold low for cash, or on a short credit to punctual customers.

All orders thankfully received and punctually attended to. Additional supplies shortly expected.

August 12. 43—

LOST OR MISLAID.

A NOTE of hand, drawn by Dr B. O'Fairhill in favor of the subscriber, with William P. Clancy as security, for seventeen dollars forty-five cents, with a credit of two dollars seventy-five cents. All persons are therefore hereby cautioned against trading for said note, or the said Dr. O'Fairhill from paying the same to any person but the subscriber.

William Cate.

August 19. 43—3w

CASH FOR GOOD WHEAT.

DELIVERED at the mill of William Miller & Co. three miles below Hillsborough. CASH for FLAX SEED. J. Webb.

June 24. 36—6w

State of North Carolina.

Wake County.

Superior Court of Law—Spring Term, 1828.

Washington Price } Petition for Divorce.

vs. Susanah Price.

It appearing to the satisfaction of the Court, that the defendant is not an inhabitant of this state; it is therefore ordered, that publication be made for three months in the Star and North-Carolina State Gazette, printed in Raleigh, and the Hillsborough Recorder, for the defendant to appear at the next term of this Court, to be held on the first Monday after the fourth Monday of September next, then and there to plead, answer or demur to the plaintiff's petition; otherwise judgment pro confesso against her will be entered, and the cause heard ex parte.

Teste R. Hinton, Clerk.

Price adv. \$7 00 35—3m

REMOVAL.

THE subscribers having removed their Saddlery Shop to the building west of Thos. Clancy & Co. they take this method of informing their friends and customers that they are prepared to supply them with all articles in their line as cheap as can be bought in the state, and they venture to say, if not superior, at least as good as can be had any where.

Their work has hitherto proved good; and having the best of workmen and northern materials, they feel assured that they can give general satisfaction to all who may call upon them for work.

J. B. McDade & Co.

Jan. 15. 13—1f

Merchants, Millers, and Traders of Orange.

TAKE NOTICE.

BY an act of assembly passed in 1818, you are required once in every two years, to have your Weights, Measures and Steelyards examined and adjusted by the standard keeper of your county. Such of you as fail to comply with the law, by the first Monday of September next, may expect to pay the forfeiture incurred by virtue of said act of assembly.

Wm. Morton.

Standard Keeper for Orange county.

August 5. 41—4w

HOUSES and LOTS in Hillsborough for sale.

By BARNABAS O'FAIRHILL, on a credit of one year.

As my object is to prevent the most infamous intercourse of adultery that perhaps ever was known, and seemingly permitted in a christian country, I will sell all, beginning at the house where Nancy Galloway now lives and carries on her infamous debaucheries with her old stumpey humper.

February 12. 17—1f

Ten Dollars Reward.

RAN AWAY from the subscriber on the 16th inst. a negro man named KY, yellow complexion, stout built, will weigh about 170 or 180, has a blue coat and blue pantaloons, and walnut coloured coat and walnut colored pantaloons, white for hat, and boots. Five dollars reward will be given for his apprehension if taken in the county, or ten dollars if taken out of the county, and secured in any jail so that I get him again.

Hugh Currie.

August 26. 44—3w

DANCING SCHOOL.

I W. NUNN respectfully informs the citizens of Hillsborough and its vicinity, that he will open his school at the Masonic Hall on Friday the 22d of August. He will give lessons on Fridays and Saturdays, and will arrange his lessons in such a manner as not to interfere with the studying hours of the academies.

Parents and guardians who wish to patronize this accomplishment, are requested to send their children or wards on the above mentioned days. I. W. N. feels assured that he will be able to give entire satisfaction to those who may encourage him. Terms, ten dollars per quarter, payable at its expiration.

August 12. 42—3w

NOTICE.

THE firm of S. S. CLAYTOR & Co. is this day dissolved by mutual consent. All persons having claims against them will present them to J. Webb for settlement, and those indebted will make payment to the same.

James Webb, S. S. Claytor.

August 14. 43—4w

NOTICE.

THERE will commence a Camp-Meeting of the Christian Church, at Apple's meeting house, in Guilford county, on Friday before the first Sunday in September.

The General Meeting of the Christian Church will commence at the Union meeting house, in Orange county, twenty miles west of Hillsborough, on Thursday before the last Sunday in September.

John Allen.

July 29. 40—

NOTICE.

HAVING purchased of Mr. WM. HUNTINGTON, his materials, &c., and rented the shop, I would inform the public that I will carry on the business in all its branches. All work in my line will be promptly attended to and well executed. I hope, by close application, to merit a continuance of the custom which has been so liberally given to this shop.

Lemuel Lynch.

* I can safely recommend Mr. Lynch to my customers, as a very attentive industrious young man, and a good workman.

Wm. Huntington.

July 29. 40—1f

NOTICE.

THE subscriber being very anxious to bring all his business to a close, has sold his stock of materials, and rented his tools and shop, to Mr. LEMUEL LYNCH, and has no interest in the work done in the shop from and after the 1st day of August next.

As this step has been taken for the purpose of attending exclusively to the settlement of all accounts, it is hoped and earnestly desired, that all who are indebted will call and settle with the least possible delay. Longer indulgence need not be expected.

He has on hand, and will continue to keep, a handsome assortment of Watches, Jewellery and Silver-Ware; all of which will be sold on better terms than such articles have ever been sold for in this place; and will be kept for sale at the same stand as heretofore.

Wm. Huntington.

July 29. 40—1f

CASH FOR

WHEAT delivered at my mill, three miles below town, 40 cents a bushel—FLAX SEED, delivered at my house, 50 cents—Clean-picked WOOL, 25 cents a pound.

My WOOL CARDING MACHINE at the Tilt Hammer is now in good repair and ready for business.

I have for sale strong Road Wagons, Plantation Wagons, and Two-Horse Wagons, cheap for cash.

James Webb.

July 29. 40—4w

NORTH CAROLINIAN.

Will stand the fall season, at my stable in Hillsborough. The season to commence on the 4th of July.

Josiah Turner.

July 1. 36—

TRUST SALE.

ON Thursday the 18th September, I shall sell the personal property of William B. Jameison, at the dwelling house of the said Jameison, to satisfy two deeds of trust duly proved and registered, made to secure certain debts due to Miss Margaret Jameison.

The property consists of a likely slave named Sally, and about 75 Sheep, 60 Hogs, 10 Cows, 4 Horses, and all the Household and Kitchen Furniture. The terms will be made known on the day of sale.

John Scott, Trustee.

August 5. 41—7w

BLANKS.

FOR SALE AT THIS OFFICE.

From the Raleigh Register.

CARLTON—No. XVIII.

HISTORY OF RAIL-ROADS.

Railways, according to the ordinary implication of the term, are doubtless of English origin. This species of road was first thought of in the collieries of that country, in the counties of Northumberland and Durham, to facilitate transportation from the mine to the river, for extensive distribution.* The distance between the two places would be a few miles only.—A road must be prepared and maintained, and a proprietor of one of these mines would soon discover, that with wagons heavily loaded and constantly running, the ruts would become deep, the track miry, and great difficulty perpetually recurring to keep it in repair. It would appear extremely desirable to prevent this trouble, and ever returning expense, by setting regularly to work, and constructing at once, if possible, a road such that it should not be broken up, nor need repair in many years. It would cost a little more at first, but when once completed, all anxiety about it would be at an end, and the funds thus laid out being soon repaid, it would afterwards be an instrument of clear and continual profit.

This would evidently reduce the price of coal to the people all over the country, and at the same time would be the means of vast advantages to the owner of the mine. And here we might stop to remark how obvious it is, that by such improvements injury is done to none, and all are benefited; for every miner may avail himself of the same means, and derive the same advantages, while warmth and comfort are extended to the poorest people of the country.

In constructing a road, the first expedient might possibly be to sink stones into it, or to place rails across to furnish an unyielding foundation. These, however, though covered with earth, would soon become exceeding rough, and the draught heavy. Upon such a road large loads could not be taken in, the wear of the carriage would be great, the horses would be harassed, and their sinews strained for want of a sure and regular footing, and their muscles would be shattered and their strength broken down, by the incessant shocks and obstructions of the wheels.—Different methods would occur, such as removing the ground completely, to make a firm foundation, cutting down sharp ridges, banking across ravines, and paving regularly with stones mutually fitted. But even in this case it would be found that by rains and the frosts of winter, and the constant action of wheels, and ironed hoofs, and cumbersome loads, the whole would be converted into confused masses of stones and mud, at least as bad, if not much worse, than if such a system had never been adopted. Men are ingenious when their interest is concerned, and necessity is the parent of invention. To a reflecting man, it would be evident, that if only lines of support could be provided for the wheels, it would not be difficult to make the track for the horse of such materials as not easily to be deranged.—All that was necessary then, was to lay down two parallel lines of compact and enduring timber, on which flanged wheels might run, taking care to secure the timbers in their places upon sills resting on solid earth.

Such was the first origin of Railways. "At the coal-works in the neighborhood of Newcastle upon Tyne," says Wood, "the expenses of conveying the coals from the pits to the shipping places would be very great. Down to the year 1600, the only mode appears to have been by carts, on the ordinary roads; and in some instances by "panniers" on horseback."

From 1602 to 1649.

"A record," continues Wood, "in the books of one of the free companies in Newcastle, dated 1602, states, 'That from tyme out of mynd yt hath

* Wood and Tredgold on Railroads.

been accustomed that all cole-waynes (coal carts) did usually carry and bring eight bauls (17 cwt.) of coles to all the staythes upon the river of Tyne; but of late several hath brought only, or scarce, seven bauls."

The cost of transporting so heavy an article as coal along the common roads, which may be supposed would not be of the best description, in carts containing seven or eight bolls, would operate very powerfully in accelerating the introduction of some improvement in the mode of conveyance to lessen the expense."

In 1649, Gray tells us, "Many thousand people are employed in this trade of coales. Many live by conveying them in wagons and waines to the river Tyne. Some south gentlemen hath upon great losse of benefit, come into this country to hazard their monies in coale pits. Master Beaumont, a gentleman of great ingenuity and rare parts, adventured in our mines with his 30,000*l.* who brought with him many rare engines not known then in those parts, as the art to boore with iron rods, to try the deepness and thickness of the coale; rare engines to draw the water out of the pits; wagons with one horse to carry down coales from the pits to the staythes to the river."

In the former of these passages the carriages are called "waynes," and the latter speaks both of "waynes and wagons," and these are said to be drawn by "one horse." Hence Wood thinks it probable that between the first and second dates, that is 1602 and 1649, the Railway began to be used, especially as Beaumont brought along with him not only a vast sum of money for those times, but many rare arts and engines.

From 1649 to 1767.

In the life of Lord K. per North, the Railway is distinctly mentioned. "The manner of carriage is by laying rails of timber from the colliery to the river, exactly straight and parallel. And bulky carts are made with four rollers, (four wheels) fitting those rails, whereby the carriage is so easy, that one horse will draw down four or five chaldron of coals, and is an immense benefit to the coal merchants."

In 1765, a description is given of a railway as then constructed, to this effect: "A road was traced six feet in breadth. It was then excavated to level the ground and to arrive at a proper basis for the road. Across the excavation were laid down pieces of oak, four, six, or eight inches square, and at the distance of two or three feet from each other. The pieces, it is said, need to be square at their extremities only. Upon these are laid down and fastened other pieces of wood in the direction of the road. These are sawed six or seven inches broad by five deep, and secured to the other pieces with pins of wood. They extend on each side of the road along its whole length. Commonly they are placed at four feet distance from each other, and form the interior breadth of the road."

Originally, but little was done in reducing these roads to a level, or in contriving machinery for drawing the wagons up the hills, and letting down with safety and a proper speed. For this last purpose, an instrument was used called a "convoy." It was an iron or wooden rod, acting as a lever, known to mechanics as a lever of the second sort, turning at one end round a pin or fulcrum, by which it was secured to the side of the wagon between the wheels. From this lower extremity it ascended in a form somewhat curved over the hind wheel, and rested near its upper end in a hook, at the highest rear corner of the wagon body. Upon this lever next to the supporting pin or bolt, and towards the hind wheel, a piece of

* One of the best works to which I can refer, is a "Practical Treatise on Railroads, and Interior Communication in general, with original experiments, and tables of the comparative value of Canals and Railroads. Illustrated by engravings. By Nicholas Wood, Colliery-viewer. London, 1825."

† Wood on Railroads, pp. 34, 35.

‡ Jua's Voyages Metallurgiques, quoted by the same writer.

Wood and Tredgold on Railroads.

Wood was fastened called the breast, which was shaped to the curvature of the wheel. Sometimes a convey was provided on each side to act with greater power in commanding the movement of the wagon, and then the upper extremities were connected by a piece of wood reaching across between them, by means of which the attendant could act upon both at the same time. When the wagon was to descend a hill, the manager released the upper extremity of the convey from the hook, and pressing the breast against the wheel produced such a degree of friction, as to make to the carriage descend with a proper motion. Sometimes the horse was unhitched from the front of the vehicle, and fastened by a breast chain behind it, so as to aid in retarding the descent. This whole process, however, was not a little dangerous. When the roads were wet, the wheels would lick up dirt from the rails, and cause them to become exceedingly slippery. The gravitating force of the wagon and its load, down the steep declivity, would then set at defiance the utmost powers of the convey, the attendant was compelled to consult his own safety, the carriage was precipitated with an increasing velocity, "running amain," as it was common to say, killing horses, overturning and dashing in pieces every thing it encountered, and finally itself with its contents broken and scattered in smoking fragments. By extending the convey beyond the bolt at its lower end, and adding another breast to act upon the forewheel also, it was made more effectual in preventing these consequences. Still such accidents happened not unfrequently, as we are told, while these were the only methods of conducting wagons over unimproved hills.*

Because the wooden rails were apt to have their fibres shivered and damaged by the wheels, a second rail was added on the top, which as soon as it became materially injured, could be taken off and replaced by another with little trouble, and without weakening the sleepers by frequent boring for the purpose of pinning the new rails upon them. At length, instead of these second rails, iron bars began to be substituted, of sufficient breadth and thickness; and thus the wooden railway attained its perfection, both for durability and ease of draught.

1767—1828

The next change was to make the rails of cast iron instead of wood. This was first done, we are informed, about 1767, "by way of experiment," at the iron works of Colebrook dale. But if such a trial was then made, they were probably not successfully applied until the year 1776, when Mr. Carr says they were first introduced as an invention of his own, at the Duke of Norfolk's colliery near Sheffield. That which is denominated the "Plate rail," was the first.† The most approved rails of this sort are 4 feet long, 4 inches wide, and an inch thick. They meet at their ends in a strict joint, and are pinned to the supports. They form a continuous flat surface for the wheels which are not flanged, but are prevented from passing off by an upright ledge or flange three inches high, along the edge of the rails, by which also, the rails are greatly strengthened. Thus they resemble the corner post of a house wrought out of the solid timber. To fortify this rail still more, an additional comb or rib of iron projects underneath, perpendicularly downwards, growing deeper in the form of a curve, as it recedes from the sleepers, on which its extremities rest.

Shortly after the introduction of the plate rail, an iron rail of a different form was invented called the "edge rail."—The breadth of the upper surface is about two inches and a half. After keeping this breadth a little way down, they gradually diminish to three-quarters, tapering down to half an inch, and then swelling out to give strength to the lower edge. The depth is varied according to the distance from the supports, it being the greatest midway between these. The ends of the edge-rails do not rest immediately upon the blocks of stone, but upon cast-iron chains, as they are styled, which are fastened down by pins driven through them into the blocks, and are so shaped with upright parallel sides as to receive the ends of the rails in an exact joint with one another, and confine them steadfastly in their places.†

Two inconveniences were experienced in cast iron rails; one from the fragility of that species of iron; the other from their shortness and frequency of the joints, these rails be-

ing at the utmost not more than four feet in length. It was found that at every joint, the block or sleeper was apt to change its position. If it acquired the least degree of obliquity, and did not retain its original level posture, an end of one rail would be elevated above the end of the adjacent rail, and a concussion or jolt must occur to the wheel in passing from one to the other. Attempts were made to prevent this, by different forms given to the chain in which the rails rested upon the blocks.

About the year 1805, trial was made by Mr. C. Nixon, of wrought iron rails, each piece being a bar from one to two inches square, and two feet long, connected by a lap joint, so that one pin fastened down two contiguous bars, by passing through both. "In October, 1820, Mr. John Birkinshaw, of the Bedlington iron works, obtained a patent for an improvement in the form of malleable iron rails. He made his rails similar in shape to the cast iron edge rail," giving to each a length of eighteen or twenty feet, and fastening them down upon supports at every three feet. In consequence of this, the joints were less frequent, the rail less liable to fracture, and a number of the blocks being bound together by one piece, were not so apt to change their original position. Whether the malleable rail is preferable on the east, appears to be a question still unsettled. It is one which will be ultimately determined by experience, as all that is known in regard to the railways has already been. In 1817, Mr. Hawks, of Gatehead, attempted to combine the advantages of malleable and cast iron, by making the lower part of one sort, and the upper surface of the other. Cast iron not bearing as much flexure as wrought, without cracking, it was thought not to succeed well in practice. But Strickland is of opinion that greater perseverance and skill in forming these rails is all that is necessary to prove their superiority.*

It was discovered in the use of the edge rail, which was at first made round or convex on the top, that it tended continually to wear "a rut or groove in the periphery of the wheels." To prevent this the top of the rails was flattened, and the rims of the wheels case-hardened. This is done in casting, by running the liquid iron against a cold cylindrical iron surface. This rim being thus suddenly cooled, a hardness is imparted to it, on which the file will not act, and which endures unaltered for many years.

The account here given of the origin and progressive improvement of the rail road, is a brief sketch in comparison with what it was easy to detail on this interesting subject. It presents, however, the most prominent circumstances of the history. The difficulties and trials through which it has advanced to its present perfection, might have been more fully and minutely displayed, and if any thing has occurred to the intelligent reader, as promising greater advantages, perhaps he would find on larger inquiry, that the very expedients suggested to him by the nature of the subject, have been already put to the test, and dismissed as of little or no value. It was very desirable to exhibit many of the objects of which we have spoken, by figures representing them to the eye; but in our own part of the country these are not easily attainable. From the narrative we have given, derived from authorities entitled to our most perfect confidence, it is evident, that the railway, if it has been unknown to any of us till recently, is far from being new in other parts of the world. It is recollected, that in one of our counties, during the present season, a speech was delivered to an assembly of the people, in which the orator felt himself sustained in asserting, that the railroad was never heard of, till it was mentioned by Carlton the last year! Such language as this needs no comment. Placed by the side of the facts which have been stated, it speaks volumes to such as listened with credence to one who gratuitously assuming the office of a guide and counselor, ought not to have been so very far wide of the capacities and qualifications necessary for such an office.—There is rashness in undertaking to speak confidently on subjects, on which we have taken no pains to be informed. One who will do this, is apt presently to find something in it to remind him of such tools as the proverb tells us "it is dangerous to handle." Doubtless there are many of us who have not had opportunity of information respecting the railway as an unexpensive method of internal improvement, yet preferable, especi-

ally, in our southern country, to a canal, or even to a river not navigable by steamboats through a large part of the year. It is no crime to be destitute of this information. But what are we to think of those, who while they are confessedly uninformed, shut themselves up, as a man would bar the doors and windows of his house against the light of the sun, and then heap upon it epithets of odium and reproach, as though they had looked into it with a most scrutinizing and patriotic diligence, and completely ascertained every element of it to be baneful and ruinous to the country.—The construction of a railway may be pregnant with the most speedy and incalculable benefits to the state, excluded as it now is from a moneyed market for its productions; it may be practicable, and it may be attended with ever so little cost in the form of a tax, and yet if its merits be not understood and estimated, we may be kept forever, for the want of it, in a state of restriction and oppression. The subject is a safe one. It is happily so plain and intelligible in its nature, that it can be easily comprehended by every man in the community. The light will reach the people, whoever he may be that may place himself in its way.

The manner of resistance to this subject by some of our citizens, must appear unpromising of success to their wishes. Is there a doubt of its possibility? We answer, let men of the proper professional knowledge be employed to reconnoitre the ground, and report all necessary information. Its friends are among the foremost to insist on this preliminary. Until these questions are decided, they would never consent to commence the work, nor pledge a single cent to it. No, say its opponents. We ask no questions, nor wait for any answers. Be it what it may, we shall stop our ears and shut our eyes to every proof of its being fraught with advantages to ourselves or the people. But, reply its advocates, even after a survey and estimate, many of us at least, are still not willing to proceed to an extensive work, without other evidence, which we deem of the utmost consequence: we mean the actual construction of such a work upon a small scale, for an actual trial both of the manner and the cost. We wish for ourselves as well as others, this fair opportunity of looking at the subject practically beforehand, that as far as possible we may determine with a sound discretion. Such an experiment, it has been thought, may well be made upon the mile of ground between Campbellton and Fayetteville. For the small sum which would probably be adequate, there is no work in the state who can compare with it in importance. It will contribute to the completion of a system of improvement with which the state is, and long has been deeply and correctly connected both in its feelings and interests. This experiment we would rejoice to see going on at the same time with the survey, that if a larger enterprise shall be ultimately thought eligible, the benefits it will certainly ensure to the state, may suffer no unnecessary postponement. To all this secure mode of proceeding, opposers still say, No; it is internal improvement; it is dangerous; it is all in vain; the people neither can nor will do any thing, and with them we shall continue to insist, that no confidence is to be placed in it.—But this is not all the security which its friends demand. Were it finally resolved to act upon an extensive plan for the relief and aggrandizement of the state, with every evidence in its behalf, they would make it a condition that it begin at a seaport, so that every mile as soon as finished, should be immediately of use, and that if at any time, as at the end of the first year, the people should pronounce its continuance improper, they might direct their agents to desist, believing that every man even then would cheerfully say, "As to the small sum which it has cost me personally, though I may derive no other advantage, the experiment is well worth it, without which a most important question could never have been determined."

To this, too, the opposer replies No! with emphatic reiteration. Let me remind him, then, of an event of Grecian history, and which we feel it pertinent to repeat, though to many it may be familiar. Before the naval battle of Salamis, between the Greeks and Persians,* Eurybiades the Spartan, had been chosen admiral of the Grecian fleet. This was an arbitrary and ill-advised appointment by the states, to gratify the Lacedemonians, who had no knowledge in maritime affairs, while the Athe-

nians were versed in ships, could have furnished many able sea-captains, and actually did supply a far greater portion of the fleet then engaged in the common cause, than all the rest of Greece beside. A consequence resulted such as may be easily supposed. When Eurybiades saw the enemy's ships approaching, he ordered the Grecian fleet to steer for the harbor, and the troops to join the army on land. Themistocles the Athenian, vigorously opposed this as the very ruin of their cause. The Spartan commander was irritated, and in his impatience, raising his baton, was in the attitude of giving him a blow. Themistocles cried out in those noted words, "Ay, strike if you will, but HEAR!" If there be any to whom it gives uneasiness that Internal Improvement should be so often obtruded upon him; if the very sounds have become so obnoxious as almost irresistibly to excite his impatience, to every such man we would say, not we hope with a spirit to disturb him, but with a profound and full conviction of his highest interest, even though his staff were lifted over our heads, *Ay, strike if you will, but hear.* CARLTON.

A PROPOSAL

By the Synod of North Carolina, relative to SABBATH SCHOOLS.
Extract from the Minutes of the Synod of North Carolina.

"The Synod of North Carolina, from long observation, feeling deeply impressed with the great importance of Sunday School institutions, and convinced of the important effects they are calculated to produce on the rising generation, do hereby earnestly recommend to the friends of Zion within their bounds, the formation of Sunday School Unions, for each county in the state;—auxiliary to 'The American Sunday School Union,' which holds its Sessions in the City of Philadelphia. To this end,

Resolved, That the Rev. Messrs. Colin McIver and James G. Hamner, and the Hon. Henry Potter, be a committee, to draft such Form of a Constitution, as may be expedient for such societies to adopt; and to publish an address, furnishing the community with such explanations and directions as may be proper for directing the public mind, and exciting public exertion, on this subject."

The committee instituted by the above Resolution, have considered the subject submitted to them; and now, in compliance with the wishes of Synod, they beg leave, respectfully, to recommend to the good people of North-Carolina, the formation of a Sunday School Union in each county in the state, under the following CONSTITUTION:

Preamble.—To cultivate concord, benevolence, and christian charity; to impart literary and religious instruction, gratuitously, to the rising generation; to train up the youth in "the way which they should go;" and to concentrate the benevolent efforts of the friends of Sabbath School instruction, of every name.—We, the subscribers, agree to associate ourselves, under the title of "The [here insert the name of the county or town] Sunday-School Union;" and, for our government, have adopted the following Constitution:

ARTICLE I.—This Society shall be composed of such School Societies in the county, for town, as the case may be, as shall be admitted into this Union, and individuals who pay twenty-five cents annually, or three dollars for life membership.—Any number of members present at an annual meeting shall be sufficient to form a quorum.

ART. II.—The business of this Society shall be conducted by a Board of Managers, to consist of a President, four Vice-Presidents, a Recording Secretary, a Corresponding Secretary,* a Treasurer, and twelve other Managers, to be elected at every annual meeting of the Society, and of two Representatives from each School Society, to be by them chosen previous to the annual meeting. Ministers of the different denominations, whose School Societies are attached to this Union, shall be honorary members of the Board, and have a right to vote on all questions.

ART. III.—The Board shall have power to fill all vacancies in their own body; to form School Societies throughout the county; and to make all necessary Bye-Laws.—They shall meet according to their own adjournments, or the call of the President or a Vice-President: And five shall be a quorum for the transaction of any business.

* In some instances, one secretary may be sufficient. Of this, however, every society will judge for itself.

ART. IV.—The interior management of each school shall be confided to a Superintendent and Teachers, to be governed by such rules as the Board may think proper to adopt.

ART. V.—The annual meeting of the society shall be on the third Monday of March; one month previous to which, each school society shall report in writing to the corresponding secretary, the state and progress of its school; from which the board shall form a general report, to lay before the annual meeting of the society.

ART. VI.—This society shall be auxiliary to the American Sunday School Union, to which the board shall report annually, and from which the board shall procure suitable supplies of books for all the schools in their union.

ART. VII.—Every school society shall be organized by a meeting of the subscribers or contributors, under such modification as may seem to be most convenient; to be governed, either by managers, or by the superintendent and teachers, to be chosen at the first meeting; subject, however, to the rules and regulations of the board of managers. And each society shall contribute to the Union its quota for books, and for becoming auxiliary to the American Sunday School Union.

ART. VIII.—The board shall provide a depository for the books at some convenient place, and shall appoint a librarian, to take charge of and distribute them to the schools, according to the terms and instructions to be prescribed by the board.

Impressed with the belief that all self-created societies should be clogged as little as possible with constitutional duties and restraints, and aware of the amount of that favour which will be conferred by the printers of the state in giving publicity to this scheme, and which the committee here beg leave to bespeak, they have cautiously guarded against unnecessary detail. A diversity of opinion as to the form, should create no difficulty, since no modification which recognises the general principles of the proposed constitution, would defeat the object. And if, on experiment, it shall be found, in any county, that no more than one school can be instituted, and therefore, no county union is formed, such school, though deprived of the advantages of a county union, may and ought to become auxiliary to the American Sunday School Union, from which it will derive important benefits.

For general information on this subject, the committee would recommend the perusal of the American Sunday School Magazine—a valuable and interesting work, published in Philadelphia, at \$1.50 per annum. In this work the inquirer will be thoroughly instructed in all the duties of a Superintendent, Librarian, Teacher, and Pupil; and in all the rules and regulations proper for the government and conduct of Sabbath Schools; and will at the same time find much to encourage his hopes and strengthen his resolutions and purposes of doing good upon a broad scale.

"The advantages which the 'Union' affords, are, the collection of important facts and information; union of concert; uniformity of operations; combination of effort; saving of expense; and the increase of that charity which never faileth."—"In the Union of the friends of Sunday Schools in a National Institution, there will be no sacrifice of principle; no compromise of duty; no interference with the internal management of smaller associations; all discordant elements are banished; union with Christ and one another, form the basis of the American Sunday School Union."

The books of the Institution are admirably calculated to please and instruct the youth, and to imbue their minds with useful knowledge;—they are selected with much care, by a committee of five persons, comprising members of different denominations of Christians. Many of these little volumes bear the marks of deep research and strong intellectual endowment, but are written in a style so simple, a method so perspicuous, and with such graphic development, that the young reader comprehends the subject, and is delighted with the book. These books, too, are sold to Auxiliary Societies at very reduced prices; so much so, that the saving in purchases very soon exceeds the fee (\$5) given to the Parent Institution, for the privilege of becoming Auxiliary.

In commencing a school, it is important to have a small selection of books, including class-books, and printed cards and tickets. These can be obtained from some of the depositories of this state, with less delay,

* Idem. p. 87.

† Wood, p. 42. Strickland, p. 26. Treadgold, pp. 26, 33.

Idem.

* Wood, pp. 61, 71. Strickland, p. 26. Treadgold, p. 31.

* 480 years before Christ. Un. Hist. vol. v. page 101.



From the Ladies' Magazine.

LIFE.

BY MRS. J. HALE.

"There is no new thing under the sun."

God, thou hast fix'd the date of man,
And who would lengthen out the span;
Enough of pain, and toil, and tears,
Meet in the round of seventy years;
And earth must like a desert spread,
When all life's flowers are pluck'd or dead.

One year—the seasons' change is o'er,—
What would a thousand teach us more?
Each has its garlands and its gloom,
Its joyous festival and doom;
And ancient lyre and modern lay
Chaunt the same strain to welcome May.

'Tis day upon the eastern hills,
And shade, deep shade, yon valley fills—
And thus let centuries pass, array'd
In robe of mist, half light, half shade,
Till morning come, and wake the throng
That plod life's beaten path along.

And as old night, her crown puts on,
Undim'd as when o'er Babylon
She woo'd the Magi's thoughtful eye
To trace the starry page on high;
And thus the sky has ever shown,
As bright, as boundless, as unknown,

And man is weak and wayward still,
As proud to plan, as prone to ill—
The vaunted knowledge he acquires
Is but the wisdom of his sires,
And still from age to age the same,
The chase of pleasure, wealth and fame.

And who would be a slave, and dwell
For ever in a dungeon cell,
Counting the links that form his chain?
Such is the soul that would retain
The fetters earth's dull prison binds,
To check the flight of deathless minds.

LOVE DISSENSIONS.

Alas! how light a cause may move
Disensions between hearts that love!
Hearts that the world in vain had tried,
And sorrow but more closely tied;
That stood the storm when waves were rough,
Yet in a sunny hour fall off,
Like ships that have gone down the sea,
When heaven was all tranquillity!

A something light as air—a look,
A word unkind, or wrongly taken—
Oh! love that tempests never shook,
A breath, a touch like this, hath shaken.

And ruder words will soon rush in
To spread the breach that words begin;
And eyes forget the gentle ray
They wore in courtship's smiling day;
And voices lose the tone that shed
A tenderness round all they said;

Till, fast declining, one by one,
The sweetness of their love is gone,
And hearts so lately mingled, seem
Like broken clouds, or like the stream
That smiling left the mountain's brow,
As though its waters ne'er could sever,
Yet, ere it reach the plain below,
Breaks into floods that part for ever!

THE ORPHAN.

At the epoch when terror covered France with scaffolds and tears, a young lady, equally illustrious by birth and celebrated for beauty, the Princess Fauny Lubermerska, was in Paris. In the midst of the convulsion, she relied for her security on the protection of the law of nations, and devoted her whole attention to the education of her only daughter Rosalia, who was then in her sixth year. Nevertheless she was denounced to the revolutionary committee as a conspirator against the republic, and was brought before that sanguinary tribunal. To be suspected, accused, and guillotined, was in a few days, the lot of this interesting victim. On being arrested and separated from all her servants, she was allowed to bring her daughter with her to the Conciergerie, and when the unfortunate mother was dragged to the scaffold, she recommended her child to some of the prisoners who remained behind. These, however, in their turn, soon experiencing the same fate, transferred to others the unfortunate infant, who was in this way bequeathed, *in articulo mortis*, from victim to victim. At last, little Rosalia found a protectress in a good woman named Bertot, who was the laundress of the prison, who, feeling for the forlorn condition, and charmed by the interesting countenance of this orphan of the dungeons, added her as a sixth to the five children of whom she was already the mother. In this situation, so different from that for which fate seemed to have destined her, Rosalia showed that the qualities of her heart were as valuable, as the graces with which nature had endowed her person, were attractive. Her sweet disposition, her eagerness to please, her benefactress, in all of whose labours she shared, made the

good laundress feel for her all the affection of a mother, and bestow on her the same tender care as on her own children.

The reign of terror having passed away, the list of the victims of that period, which was published in every country of Europe, informed the friends of the princess, that, in a land called free, an illustrious Polish lady had paid with the forfeit of her life, the confidence she placed in a people whom she considered generous. On receiving this distressing news, Count Razewski, brother to the princess, hastened to Paris. He took lodgings in the Hotel Grange Batelliere, in the street of the same name, and anxiously endeavored to discover some traces of the daughter of his unfortunate sister; but several weeks were unsuccessfully spent in pursuit of this object. Every means of publicity was resorted to in vain. The poor laundress never read the journals, in which the advertisements, descriptions, and proffered rewards, were inserted. The jailer of the Conciergerie, who could have given some information respecting the orphan, was dead, and had already had two successors. Nothing now remained to promise a favourable result to the count's inquiries. However Providence, which had thought fit to close the period of the young orphan's trials, ordained, that she, who had been the laundress of the Conciergerie, should be employed in the same capacity for the Hotel Grange Batelliere. One morning Rosalia accompanied her second mother, when she had to bring her burthen of linen to the hotel. The Count, who happened to be crossing the court at the time, was struck with the beauty of the child, whose features brought his sister to his recollection. "What is your name, my little dear?" said he. "Rosalia, Sir." "Rosalia, do you say?—Good woman, is this your child?" addressing the laundress. "Yes, Sir, I think I have a good right to call her mine, since I have adopted her and maintained her for three years; but though I say she is mine, I cannot say I am her mother:—Her poor mother was a prisoner, and she has now neither father nor mother." "Her mother a prisoner, did you say?—Ay, and a grand lady she was, Sir, but she was guillotined along with others in Robespierre's time."

The Count was persuaded that he had found his niece; but to be farther convinced he made the experiment of speaking to her in Polish. On hearing the accents of her native tongue, Rosalia burst into tears, and throwing herself into the Count's arms, exclaimed, "Ah! I understand you; that is the way my mother used to speak to me." The Count had no longer any doubt; he pressed the child to his heart, exclaiming, "Rosalia! Rosalia! you are my niece, the daughter of my beloved sister!" Then turning to the laundress, whom surprise had rendered motionless and silent, "Worthy woman," said he, "be still the mother of your Rosalia, you shall not be separated from her.—Since you made her one of your family when she was a destitute orphan, your family shall belong to hers in her prosperity. And now let us begin to share with you." With these words he put a purse of gold into her hands, and that very day provided lodgings for her and her children at the Hotel Grange Batelliere.—Soon after he left Paris for Poland, whither Rosalia's second mother and the whole family also went. The children of the laundress were educated under the eyes of the Count with the greatest care. The boys, who were sent to the University of Wilna, afterwards joined the Polish army, and became Aids-de-Camp to Prince Poniatowski. The daughters received handsome portions and were married to Polish gentlemen. As to the Countess Rosalia, she married her cousin, Count Rozewski; and, when she related to me this affecting anecdote, opulence and felicity had spread their golden wings over her destiny. The good Madame Bertot still lived with the Countess, who called her always her mother.

During the American war an alliance was formed between France and the new power, (America).—One of the customary conditions of the treaty was, a stipulation that peace should not be made by either party without the consent of both. When England had become sufficiently prepared by her reverses to amicable propositions, the American government ordered their minister in Spain, (Mr. Jay,) and their minister in Holland, (Mr. Adams,) to proceed to Paris, and by uniting them-

selves with the minister in France, (Dr. Franklin,) to form a commission to manage the expected negotiation on the part of the new republic. The latter of these gentlemen had been long accredited near the court of Versailles, where, by a happy union of great simplicity of manners, wisdom and wit, he had become an object of singular admiration and affection. France, now the drama was about to close, began to cast about her for the profits of the representation. The Count De Vergennes had early succeeded in persuading Dr. Franklin that, as England could not, nor would not, formally acknowledge the independence of America, his better course would be to accept a truce for 30 years, at the end of which period, his country would be sufficiently strong to take what she needed for herself. The philosopher is said to have acquiesced in this opinion, and began to stir his mighty reason in maturing the terms of this remarkable truce. In this state of mind he was found by Mr. Jay, on his arrival from Madrid. The latter was not so slow to perceive the effects of such a course, nor to detect the secret source whence the insidious counsel flowed. Mr. Jay denounced the policy of the Count de Vergennes, and declared that the unqualified independence of his country must be a *sine qua non* in any treaty which bore his name. Mr. Adams soon joined the negotiation, and took the side of independence. Franklin, who was at heart a true patriot, suffered the film to be drawn from his eyes and perfect union soon presided. But England had not been apprised of the disposition of America not to receive a truce. Her commissioner, Mr. Oswald, appeared with instructions to go no further. In this dilemma, a step is ascribed to Mr. Jay, that I believe is as remarkable for its boldness as for its good sense. He is said to have written with his own hand to the English secretary of state, pointing out the bad consequences to England herself, if she adhered to her present policy. By keeping the truce suspended over America, she forced that country to lean on France for support; whereas, by admitting her at once into the rank of nations, England would obtain a valuable customer, and might also secure a natural friend. Thus instructed in a better policy, the English minister saw his error, and the same courier who conveyed the letter of Mr. Jay, returned with instructions to Mr. Oswald to acknowledge the independence of the United States.

Copper's Memoirs.

From the Newark (Ohio) Gazette.

Fifty years ago there were no English west of the mountains. In 1790, the whole population in the western states and territories was less than 150,000. Now it is about 4,000,000. In ten years the increase has been not from 100 per cent. The western states contain seven inhabitants on a square mile. The number of persons to a square mile in Massachusetts is 70.

Allowing the ratios of increase to be less as the country grows older, it will be a moderate calculation to say, that in 1850 the western states will possess a more numerous population than the three other divisions of the United States.

When the population shall be as dense as Massachusetts, they will contain 36,960,000. Allowing one soldier to seven inhabitants, the military force will be 5,280,000. As the unorganized part of the western country is not taken into this calculation, we may safely calculate that the population at the period referred to, will be more than 40,000,000.

Under the present regulations, every 40,000 send a representative to congress. The western states now send 46. In 1850, (regulations continuing the same,) they will send 268. The northern, middle, and southern states now send 170. According to the best calculations that have been made, the increase of those three divisions will not entitle them to 268 representatives. Electors for president and vice president are chosen on the same principle. Thus in little more than twenty years, we shall govern the United States, and in thirty years the power of the western states will be overwhelming. While this generation is alive, the government of the United States will be just what the western states are disposed to make it. At the contemplated period, the military force of the western states will be greater than the emperor of Russia can bring into the field. How important that science and virtue should shed their light over this great valley of the Mississippi, and prepare our citizens to place such men at the heads of department as shall save the nation from political shipwreck.

The Vulture's Power of Sight.

Professor Lichenstein remarked when travelling in South Africa, that if an an-

imal chanced to die in the very midst of the most desert wilderness, in less than half an hour there was seen, high in the zenith, a number of minute objects descending in spiral wheels, and increasing in visible magnitude at every revolution. These are soon discovered to be a flight of vultures, which must have observed from a height, viewless to the human eye, the dropping of the animal immediately marked out for prey.

Henderson, the celebrated actor, used to assert the following to be a fact: and in this he was confirmed by his brother. When his brother was ten and he not more than eight years of age, their well being depended upon the life of their mother. She was afflicted with a violent nervous disorder, which had sunk her into a deep melancholy. While suffering under this, she one morning left her house and children, at Newport Pagnell, who waited her return with impatience. Night approached, but their parent did not return. Full of terror the two boys went in search of her. Ignorant what course to take, they wandered until midnight about the places where she used to walk; but wandered without success; they agreed to return home, but neither of them knew the way. Fatigued, alarmed, distressed, they sat down on a bank to weep; when they observed at some distance a luminous appearance, and supposing it to be a candle in some friendly habitation, hastily directed their steps towards it. As they moved the light moved also, and glided from field to field for a considerable time. At length it vanished on the side of a large piece of water. On the margin they found their mother in a state from which she was roused by the presence and tears of her children!

Method of Dissipating Storms.

It is not uncommon at sea, when danger is threatened from a water spout, to fire a broad side at themselves. In the Macon, naus, in France, they sometimes make use of a similar expedient, to dissipate destructive storms of hail or rain, by explosion of gunpowder. This experiment was first tried at Varenard, by the Marquis de Chevrier, a retired naval officer, who had got the hint at sea, by observing the effect which discharges of ordnance produced upon the atmosphere. It was found so beneficial, that for several years an annual appropriation of 1600 lbs. of gunpowder was made for that purpose.

CANCER.

Mr. Thomas Lyrell, of Missouri, advertises that a cancer upon his nose, which had been treated without success by Dr. Smith, of New Haven, and the ablest surgeons in the western country, had been cured in the following manner. He was recommended to use a strong potash, made of the ley of the ashes of red oak bark, boiled down to the consistence of molasses, to cover the cancer with it, and in about an hour afterwards cover this with a plaster of tar, which must be removed after a few days, and if any protuberances remain in the wound, apply more potash to them, and the plaster again, until they all disappear; after which, heal the wound with any common salve. Caution: and the knife had previously been used in vain. This treatment effected a speedy and perfect cure.

Remarkable Accident.

Mr. Thomas M'Clentick, of Ware village, (Mass.) last week became the victim of a most singular accident. Being engaged in conversation with a friend in a store, he raised his foot to rest it upon a low platform, where a scythe lately sharpened had been just placed against the wall in a leaning position. Unfortunately his foot came in contact with the projecting heel of the scythe; the instrument was thus thrown forward, and in descending, the point passed across the throat, making a deep cut, and completely severing the jugular vein. Medical aid was procured, but proved ineffectual, and the unfortunate man survived this remarkable accident but a short time.

The Criterion.—A cobbler at Leyden, who used to attend the public disputations held at the university, was asked if he understood Latin. "No," replied the artist, "but I know who is wrong in the argument." "How?" inquired his friend. "Why, by seeing who is angry first."

THE BURIAL.

There was joy on earth—the twittering swallow, as it darted along in sunshine and shade, heeded not the bitter wailings of affliction and distress—the wild bird in its noiseless flight, softly silent as falls the snow flake, seemed unmindful of wo, as it flashed its wing across the vision, like a thought of a dream during the hushed hour of midnight, and vanished as suddenly. To me the sight of their joyous felicity brought no gladness—the sounds of their mirth fell cold upon the heart—it seemed but bitter mockery; and spoke of days departed. The bright and laughing skies seemed insensible that

they were smiling over ruin and decay; that one of hope's fairest sweetest flowers, had drooped and died, and that now—even now—was to be laid in the earth's cold bosom.

I had seen the child in its guileless beauty, when it was a thing all glowing with health, innocence and joy—I had seen it folded in the arms of her that bore it in all the overwhelming fondness of a mother's love. But now her first born blessing—her first, last, and only one, slept—on the soft bosom of a mother's tenderness—but with the quiet dead! Death! Death! how lovely canst thou be! Though pale and lifeless, it wore a smile, passionless and pure as the cherub of immortality—it had nothing of the corpse about it, but its whiteness—nothing of the grave, but its stillness. So beautiful it seemed like the sportive lamb, decked with a flowery garland for the sacrifice. I could fain have lain down by her side in the cold bosom of our common mother, in the dark and silent valley.

Thou weepest, childless mother—ah! well thou may'st—the Son of God wept at the tomb of his friend—and thou mournest thy first born. Hard is it for thee to lay the lovely one low in the damp earth—beneath the clods of the valley; hard is it to reflect that this thy child of peerless beauty, will never more raise its rosy lips to thine, in all the fondness of childhood's warm affection. Ah! these are recollections that weigh upon the soul, even to overpowering. Memory tells thee thou art desolate—it tells too, of playful smiles—of a thousand soft and winning ways that twine around the mother's bosom—it tells of the sweet wild throbbings, of unspeakable bliss, that were thine when softly soothing it to slumber and repose. Now, the foliage of the cypress will be its shelter, and the narrow house its abiding place—the nursery will no more resound with its gladsome mirth—the cradle in which it had so often reposed in quiet is now desolate. Thou weepest, childless mother.

The last look. The time is come when she may gaze once more upon her sleeping boy, ere the pall is settled upon his lifeless brow. Oh! the bitter agony of the moment—one long burning kiss upon his marble forehead, and he is shut from her view. In the fulness of her grief she says,

No more my baby shalt thou be
With drowsy smile, and half shut eye,
Pillowed upon thy mother's breast,
Serenely sinking into rest.
For God hath laid thee down to sleep,
Like a pure pearl beneath the deep!

Look abroad, fond mother, upon the ways of sinful men, and repine no more that God hath made thy child and angel in the regions of bliss. Now his song mingles with the thanksgivings of the blest, sanctified, safe, and secure from the stormy blasts of iniquity, with him who is from everlasting!

The long train of weeping friends gathered round a fresh dug grave. The coffin was lowered into its final resting place, in the vale of solitude and silence—the spirit of him who was so lovely here had long ere this, crossed the dark waters—and is safely landed upon the flowery coasts of a word of fadeless bloom.

Time may retrieve every thing—but nothing can retrieve time.

TRUST SALE.

BY virtue of a deed of trust, executed by Colonel Hugh Munhollan on the 29th of August, 1825, to Richard Woods, since deceased, to secure to John Woods, also deceased, to certain sums of money, will be sold to the highest bidder, for ready money, on Monday the 22d day of September next, at the Court House in the town of Hillsborough,

A Valuable Negro Man, as the property of said Munhollan. Such title will be made as is vested in me, as administrator of said Richard Woods, deceased.

James Mebane, Adm'r.

August 26.

44—tds

TRUST SALE.

By virtue of a deed of trust made to us by John Strood, to secure the payment of certain sums of money therein mentioned, will be sold to the highest bidder, for ready money, at the Court House in Hillsborough, on Monday the 22d day of September, a certain

Tract of Land, whereon Fielding Strood now lives, containing 460 ACRES.

on the waters of Phill's creek, adjoining the lands of Frank Barber, Jesse Nevils, and others.

James Webb, Trustee.
John A. Mebane,

August 26.

44—tds

FOR SALE

A NEW and well finished OX-CART, with a pair of strong and well broke OXEN. Price eighty dollars—six months credit. Apply to

G. M. Johnston.

July 15.

38—